

MANSFIELD MIRROR

VOLUME 7

MANSFIELD, WRIGHT COUNTY, MISSOURI, THURSDAY, DECEMBER 23, 1915

NUMBER 44

Mirrorettes

Sale bills at this office. Old papers for sale at this office. Cash Store for Bargains—Adv. Carbon paper at this office—2 sheets for 5c.

Yesterday was the shortest day of the year.

W. B. Fullington was in Springfield Monday.

English Walnuts 20c per pound Stephens' Cafe.—Adv.

City Marshal Roe Strong was in Springfield last week.

Special prices on Christmas Candy at Stephens' Cafe.—Adv.

Dr. F. H. Riley has been visiting in Olathe, Kans., and Kansas City.

Mrs. J. D. Inman and son, Louis, were in Mtn. Grove Monday.

Best Fancy Mixed Candy—10c per pound at Stephens' Cafe.—Adv.

The various Sunday schools are arranging Christmas programs.

Miss Blanche Burney is home from Springfield to spend the holidays.

Mansfield Mirror and Weekly Kansas City Star both one year for \$1.20.

Mrs. J. P. Anderson and children of Springfield are visiting Mrs. H. Coday.

J. D. Reynolds has just received a nobby line of Men's Overcoats and Caps.—Adv.

The Cash Mercantile Co. and W. B. Fullington have our thanks for 1916 calendars.

FOR SALE—1 Dresser, 1 Story & Clark Organ. See Verner Rippee.—Adv.

Come in and look over our Stock of Christmas Candy at Stephens' Cafe.—Adv.

Follow the crowd to Stephens' Cafe. Biggest and best line of Candy in the city.—Adv.

Go to J. D. Reynolds and buy a John Deere Wagon and Buggy—they will please you.—Adv.

F. W. Stigman of Springfield was here Tuesday invoicing the D. J. Landers Lumber Co stock.

John Loyd and wife of Ft. Scott, Kans., who have been visiting here, leave for home this week.

Geo. B. Freeman has returned from his trip to Wichita, Kans., his wife remaining for a longer visit.

City Marshal Roe Strong has received word to be on the lookout for two men who broke jail at Ozark.

The National Live Stock Commission Co., National Stock Yards, Ill., has our thanks for a 1916 calendar.

C. O. Daves and family of Ava were here Monday enroute to Carthage to spend the holidays with relatives.

Rev. J. W. Needham of Seymour was here Monday on his way home from Ava where he preached Sunday.

Still plenty of Bargains in all departments at the Cash Mercantile Co., the most of the best for the least.—Adv.

FOR SALE—2 geldings, 1 coming 3 years old and 1 coming 2 years old.

JOE A. RILEY.

Harry Evans of Manes has bought a Maxwell from the Mansfield Motor Co., R. N. Farren, manager. Mr. Farren delivered the car Monday.

All persons are forbidden to hunt, shoot, or trap upon the farms of J. M. THIRKIELD.

ROY D. HUGGANS

B. F. VEIT.

C. V. ASHWORTH.

S. E. ASHWORTH.

MRS. C. A. DURNELL

FOR SALE—About 35 acres 2 1/2 miles from Mansfield, good road, school district No. 88, southwest quarter of northeast quarter of section 31, township 28, range 15. Price \$350. Terms, \$100 down, balance easy payments.

B. F. JOINER,

Adv. Wichita, Kans. 1228 East Douglas Ave.

Notice

Taxes due again and should be paid before Jan. 1. Drop in and pay them when convenient and save a trip to Hartville. I have the Official Tax List. Adv. WARD B. HITCHCOCK.

Left-Overs

Church at Knob Chapel Sunday and Sunday night by Rev. L. L. Marler was well attended.

There will be prayer meeting at the Chapel next Sunday night and from then on it will be on Friday night.

Willie Murrell was a dinner guest of Rae Howard Sunday.

Hosie Walters and wife have been visiting the former's parents, Mr. and Mrs. Wm. Walters the past week.

Mrs. Verbia Blankenship called on Mrs. Geo. Mackey and daughter Friday.

Miss Emma Reudiger took diener with Miss Inez Daniels Sunday. They called later on Miss Verbia Ipeck.

Mrs. J. S. Howard called on Mrs. U. A. Borders Sunday.

Floyd Howard and wife were in Seymour last Monday.

Orvell Sims and family visited Richard Morris and family Sunday.

R. T. Nelson's niece and little daughter are visiting him.

Hopkins Nelson is reported quite ill with pneumonia.

Misses Beulah and Julia Blevins are visiting homefolks during Christmas holidays.

Carl Ipeck spent Saturday night with Sherman Borders.

Quite a crowd attended the I. O. O. F. oyster supper at Jericho Saturday night.

J. R. Deckard and children of Hartville spent Thursday night at the home of his parents, Mr. and Mrs. Wm. H. Deckard.

Geo. Mackey and family visited the former's mother Sunday.

Chas. Hensley visited homefolks north of Hartville from Friday until Sunday.

Rev. Luke Marler was a dinner guest at F. D. Howard's Sunday.

Hog killing seems to be the order of the day.

Surl Asher and family visited David Asher and family Sunday.

PEGGY SHORT.

Now's the Time

Now is the time of year to make yourself a Christmas present by paying your subscription to the Mirror for 1916. A large number of subscriptions are now due, and more will be due January 1. We want to get our list paid in advance and would greatly appreciate it if you would pay your subscription now. We expect to begin the publication of a new serial story in January. Pay up now so you will not miss an issue. Read our new serial; it will prove to be interesting. Renew now. Send the Mirror to a friend for a Christmas present.

Mansfield Produce Market

Furnished by Mansfield Produce Co.
Eggs..... 22¢ Butter..... 15¢
GreenHides10¢ Ducks..... 8¢
Rabbits.... 8¢ Old Hens... 9¢
1915 Springs, 1 1/2 lbs. up..... 9¢
Geese..... 6¢

Is Your Name Here?

The following have our thanks for cash on subscription since our last report:

Mrs. Louis Rich, Los Angeles, Calif.

Mrs. Cora Reel, Salt Lake, Utah

F. D. Case, Mansfield

Cyrus Hire, Mansfield

Arthur Loyd, Axial, Colo.

J. W. Roberts, Mansfield

G. E. Dennis, Mansfield

E. G. Comstock, Long Beach, Calif.

J. W. Kennedy, Seymour

L. D. Henderson, Springfield.

CHRISTMAS IN NAVY

How the Festive Season Is Observed Aboard Ship.

Not Much Work Is Done—Athletic Sports, Traditional Dinner and Evening Entertainment Features of Occasion.

Nowhere in all the world is the "spirit of Christmas" entered in to more wholeheartedly than on board the ships of the United States navy.

Observance of this chief of all national holidays varies, of course, in form with the location of the fleet at the time.

Into each of the continental "home ports" (headquarters of certain individual vessels) the big gray monsters come dropping in by twos and threes, till, in New York and Philadelphia, and Norfolk and France, it looks almost like a naval review. According to long established custom, they are there to give the boys in blue a run on the beach ("liberty," as they call it in the service), and every man jack who is not actually undergoing punishment is allowed and encouraged to take his look at the bright lights—go home on leave or uptown for fun or anything else he likes as long as his money lasts but away from the ship in any event. This custom applies not alone to the enlisted men, but to the officers as well and, when Christmas morning dawns in a home port, there are not likely to be many more persons on board any man-of-war than the regulations call for in the minimum.

The few "shipkeepers" cannot, under such circumstances, make a very successful effort toward recruitment. Rear Admiral Samuel McGowan writes in the National Monthly, but what they lack in numbers they invariably make up in other ways, one of these ways being the complete satisfaction of the liner man.

Abroad and at sea, though, it is altogether different. Every soul on board, from the usually sedate flag officer and the more or less unapproachable first lieutenant, down to "Jimmy"legs and the ship's cook and the messenger boy, voluntarily constitutes himself a committee of one to see the thing through in "old navy" fashion, and even King Neptune, when he comes on board on "crossing the line" to douse every hayseed and landlubber, has a formidable rival in the "spirit of Christmas."

It matters not much whether the ship be anchored off Vera Cruz or plowing through the Pacific ocean, the distance from home and friends makes it incumbent on all to do their level best to make at least a brave try for "Merry Christmas."

Routine drills are entirely suspended; and, except for cleaning ship (cleanliness in the navy being deemed not only akin to, but actually neck and neck with godliness itself), not a lick of avoidable work is allowed to be done by anybody.

"All hands" are called, to be sure, on scheduled time, but many more men than usual are allowed to "sleep in," and, after the tiniest minimum of tidying up, preparations for the day's festivities are gotten under way.

There is a varied athletic program that begins in the forenoon, and after an hour or so off for dinner at mid-day, continues well along toward sunset. Sailors are taught to be thorough. So they go at their potato races and pleasuring contests and tugs of war and jumping contests with the same fervor that they show when trying for a 13-inch turret gun record or stamping out a Caribbean revolution. There is no lack of interest. That can be depended on. And when call is sounded they are a tired lot.

Toward sunset the various contests have been completed (or not unusually called off "on account of darkness," as the baseball people say), and, after an early supper, a stage is rigged up on the quarter-deck and the crowning event of the entire celebration is on. Sometimes it is a minstrel show, another time a vaudeville performance, but without exception there is plenty of music and near music, and no such entertainment would be complete without the inevitable and imitable cakewalk. Some of the improvised costumes are fearfully and wonderfully made. But they are striking and, for the most part, very appropriate, while the prouetting and gyrating of the cakewalkers themselves are well worth seeing. The program is a long one, but interest never lags for a moment—for American sailors are just as thorough at play as they are while at work.

KNOW THY COUNTRY

II—Railroads

In discussing the commercial achievements of this great age, we shall approach the subject of the historic chronicling events. This series will endeavor to record in writing the supremacy of American iron and industries in the world's affairs and perpetuate an appreciation of our marvelous industrial achievements by presenting simple facts, figures and comparisons that are over-powering in their convictions.

America holds her proud place among the nations of the earth today on account of her supremacy in transportation facilities. The mighty minds of the age are engaged in the problems of transportation, and the great steel men in the history of the world's commerce are at the head of the transportation systems of the United States.

In the discussion of transportation, let us consider separately our Railways, Telegraph and Telephone, Express, Public Highways, Steamships, Street Railways, Motorbuses and other forms of transportation and this article will deal with railways.

The United States has the largest mileage, the best service, the cheapest rates, pays labor the highest wages, and we have the most efficient management of the railways of the world. They stand as a monument to the native genius of our marvelous builders, and most of the railroads in foreign countries have been built under American orders.

The railroads represent a larger investment of capital than any other branch of human activity. The mileage in the United States exceeds

the accepted distance from the earth to the moon. We had in 1911, the last year in which figures for all countries are available, on the earth's surface, 639,951 miles of railway divided as follows: United States 241,159, Europe 207,432 and other countries 191,350. The United States has 38 per cent of the world's mileage, seven per cent of the estimated population and about five per cent of the area. The total capital invested in the railways of the world is \$50,000,000,000, divided as follows: United States \$12,000,000,000, Europe \$25,650,000,000 and other countries \$11,250,000,000. Reduced to a mileage basis the capitalization is as follows: The world \$75,000, United States \$54,000, Europe \$124,000, and other countries \$59,000.

A comparison of rates is equally as interesting and the United States takes the lead in economy and service. The average rate per ton per hundred mile haul is as follows: United States, 76c; Great Britain \$2.53; France \$1.44; Germany \$1.44; Russia \$2c; Austria-Hungary \$1.30; Italy \$2.20 and Switzerland \$2.52.

The average yearly pay of all railroad employees in the principal countries is as follows: United States \$757, Germany \$392, Italy \$345, Austria \$322, Great Britain \$279, France \$260 and Russia \$204.

About 30 per cent, or 188,000 miles, of the railways of the world are government owned. About half the railway mileage of Europe is government owned.

A comparison of the economy, in time and money and the convenience in travel, will be made in a later article.

OUR PUBLIC FORUM

E. P. Ripley

On Relation of Railroads and People



Mr. E. P. Ripley, president of the Santa Fe Railroad.

The industrial leaders of this nation are talking to the public face to face through the columns of this paper. The time was when if a corporation had anything to say to the people they sent a hired hand, whispered it through a lawyer or employed a lobbyist to explain it to the legislature, but the men who know and the men who do are now talking over the fence to the man who plows "back to the soil" with their problems, strife and dissension will disappear, for when men look into each other's faces and smile there is a better day coming.

Mr. E. P. Ripley, president of the Santa Fe Railroad, when asked to give his views in reference to relations existing between the railroad and the public said in part:

"Frequently we hear statements to the effect that these relations are improving, that the era of railroad baiting has passed and that public sentiment now favors treating the railroads fairly. As yet this change in public sentiment, if any such there be, is not effective in results.

"It is true that in the legislatures of the southwestern states during the past winter there were fewer unreasonable and unreasoning laws passed than usual, but a consideration of the hostile bills introduced shows that there is still reason for much disquiet even though they were defeated by more or less of a majority.

"Moreover, the idea that the railroads have been harshly treated does not seem to prevail in the offices of the State Railroad Commissions, which seem to cherish a notion that their business is not to act as an arbitrator between the railroads and the people, but which proceed on the theory that the railroads are able to take care of themselves and that their duty is to act as attorney for the people even though in so doing they deny justice to the railroads. It requires no argument to demonstrate that the railroads are entitled to justice equally with other citizens and taxpayers. That they have not received it and are not receiving it is perfectly susceptible of proof. That they have practically no recourse in the courts has also been determined.

"The situation therefore is that the people, through their representatives, must elect whether the services of the railroads shall be adequately compensated or not, and it requires no fortune teller or soothsayer to predict that in the long run the service will take the class that is paid for and no better.

"The natural competition between the railroads and the natural desire to perform first-class service has heretofore resulted in giving the public much more than it was willing to pay for. Continuation of this will be impossible and no laws, however drastic can long accomplish the impossible."

KNOW THY COUNTRY

III—Telegraph and Telephone

Our transportation facilities are the most perfect product of this great commercial age and the telegraph and telephone systems of this nation crown the industrial achievements of the whole world. These twin messengers of modern civilization, born in the skies, stand today the most faithful and efficient public servants that ever toiled for the human race.

They are of American nativity and while warm from the mind of the inventive genius have, under American supervision, spun a network of wires across the earth and under the seas.

Telegraphy, in its early youth, mastered the known world and the telephone has already conquered the earth's surface, and now stands at the seashore ready to leap across the ocean.

No industry in the history of the world has ever made such rapid strides in development and usefulness, and none has ever exerted a more powerful influence upon the civilization of its day than the Telegraph and Telephone. Their achievement demonstrates the supremacy of two distinct types of American genius—invention and organization.

The industry was peculiarly fortunate in having powerful inventive intellect at its source and tremendous minds to direct its organization and growth. It is the most perfect fruit of the tree of American industry and when compared with its European contemporaries, it thrills every patriotic American with pride.

Ambitious youth can find no more in-

spring company than the fellowship of the giant intellects that constructed this marvelous industry and a journey along the pathway of its development, illuminated at every mile-post of its progress by the lightning-flashes of brilliant minds, will be taken at a very early date.

A brief statistical review of the industry brings out its growth and magnitude in a most convincing and unforgettable manner.

The telephone service of the United States is the most popular and efficient and its rates are the cheapest of the telephone systems of the world.

We are the greatest talkers on earth. We send 60 per cent of our communications over the telephone. The world has about 15,000,000 telephones and of this number the United States has approximately 9,540,000, Europe 4,020,000 and other countries 1,300,000. According to the latest world telephone census, the total telephone investment is \$1,906,000,000 and of this amount \$1,095,000,000 was credited to the United States, \$438,000,000 in Europe and \$175,000,000 in other countries. The annual telephone conversations total 24,600,000,000 divided as follows: United States 15,600,000,000; Europe 8,000,000,000, and other countries 2,000,000,000. The total world wire telephone mileage is 33,262,000 miles divided as follows: United States 20,248,000, Europe 10,335,000, and other countries 2,679,000. About six per cent of the world's population and sixty-one per cent of the telephone wire mileage is in the United States.

Route Number Three

C. F. Harris and wife dined at D. S. Dorrell's Wednesday.

John Dixon, wife and son, Henry, spent Sunday at Melvin Bartley's.

Miss Verbia Fuge and Stella Reeves were Sunday visitors at Albert Fuge's.

W. Sappenfield returned Saturday from Kansas where he has been visiting.

Austin Deadman returned home Friday from Kansas.

Marshall Dodson and family spent Thursday night at his father's.

I. T. Dixon and family and Mrs. Wm. Gilbert visited at Joe Branstetter's Sunday.

W. Sappenfield and granddaughter, Nora, were guests at J. H. Kingsland's Sunday.

Miss Ethel Harris is staying with Mrs. Mike Branstetter while Mike and Marion are baling hay.

E. M. Sappenfield, wife and little daughter spent Sunday at Orin Newton's.

Roscoe Tombleson and wife spent Saturday night and Sunday with her parents, Wm. Marrs and wife.

W. T. Fuge and wife and C. F. Harris and wife dined Sunday at Silas Moon's.

Lon Turner and wife spent Saturday night and Sunday with their daughter, Mrs. Ben Bartley.

J. M. Newton, wife and son, Ray, Earn Newton and family, F. A. Dotson and family, and Harve Duncan were guests at Marshall Dotson's Sunday.

CASEY JONES.

AN IRREPRESSIBLE BOY



WORRIED the cat, he played rat-tat-tat. On the roller skates a full hour by the clock. He tried roller skates where dishes and plates in jeopardy lay, till some fell with a shock.

With an Indian yell on the doll's house he fell. And added poor dolly's scalp to his belt. Then knocked off its toes and its fair crooked nose. Which some wax of wax—he proceeded to melt.

Two tubs he upset without one regret; He stood on his head till his face it turned blue; A curtain he tore and then sighed for more. Inventively mischievous things he might do.

He hid granny's specs, but that didn't vex; Her face brightened up with his fun and his noise. "One sweet kiss repaid all," so she said. Reaginly adding that "boys will be boys."

But strange at all at night's quiet fall How meekly, how placidly, this rogue would say: "Good-night, mamma dear. Good-night, papa dear. 'I've tried hard to be such a good boy today!'"

Home Made Presents. "I thought I'd be economical this year and make my Christmas presents myself, instead of buying them," said Mrs. Harlem; "so I bought a book of instructions and went ahead."

"How did you make out?" asked Mrs. Bronx. "The materials footed up to \$43.58, and I put in a month's hard sewing and cutting."

"How did that compare with last year?" "Last year I bought all I wanted for \$35."

First Christmas Card. In December, 1844, Mr. W. A. Dobson sent the first Christmas card.

Mrs. W. T. Norcross and Miss Laura Freeman visited their father, Lum Freeman Tuesday. He is 85 years old and is quite sick.

School Notes

School is excellent. Vacation begins Friday.

Not many visitors this week. All the teachers are closing up the term's work in good order.

The Hyltonian Literary Society will give a program Thursday afternoon.

Miss Gaskill's pupils entertained at Assembly Monday morning with a number of well rendered songs, and a solo by Marian Riley.

Santa Claus in his sleigh with many toys which the children have made may be seen driving over the snow covered sand table in Miss Hoover's room.

We are very grateful to Mrs. A. J. Wilder for copies of the Missouri Ruralist, some of which contain articles written by Mrs. Wilder on her impressions of the San Francisco exposition.

The grade rooms all expect to have appropriate exercises for Christmas Thursday afternoon. Some will have a box filled with presents. In Miss Gaskill's room a pretty tree stands on the sand table filled with gifts. Miss Ellis' pupils have a fire-place which looks quite real and through which they expect Santa to come.

The only change in the course of study will be in the Senior and Junior classes. The Juniors finished their work in Algebra, and will spend the last part of the year studying Plain Geometry. The Seniors will complete the Geometry and review Arithmetic.

The teachers will spend their vacations with home folks—Mr. Hylton and Miss Hoover in Mansfield; Miss Osborn in Springfield; Miss Gladion at Plato, Texas county; Miss Ellis at New Grove, in this county, and Miss Gaskill with her folks who live a few miles west of town.

Some very good numbers were given by the High School literary Society Friday afternoon. This phase of the school work shows as much improvement as that of the regular classes. The next program will be rendered January 14, 1916. We cordially invite patrons and friends to be present and hear the first program in the new year.

The following is condensed report of the month ending Dec. 17:

Attendance, male 105, female 122
Total.....227
Total days attendance.....4096
Average daily attendance.....205
No. attending every day.....108
No. absent 5 days or more.....31
Cases of tardiness.....23
Cases of truancy.....1
Cases of corporal punishment 1
No. of visitors.....25

J. A. HYLTON, Supt.

\$10,000.00 for Turkeys

The turkey business for this season is almost a thing of the past, but it was a busy time while it lasted. For about ten days turkeys were to be seen coming to market singly and in droves, produce men in Mansfield paying about \$10,000.00 for about 5,000 turkeys. M. D. Newton & Co. of Odin brought a drove of 633 turkeys, while J. J. Kyle of Thornfield drove in 562, being 4 days on the road. The Ozarks are certainly the place to raise turkeys, and Mansfield is the place to market them. Great is the Ozark turkey.

Miss Victoria Lynn, entertainer, under the management of J. S. White Lyceum Agency of Kansas City, gave a much enjoyed entertainment at the opera house Thursday evening, but the audience was not as large as large as it should have been.

Mrs. B. F. Stone and daughter have gone to Joplin to join Mr. Stone who has been there for some time in the employ of E. M. Wilhoit Oil Co.